

FOR EUROPE & AMERICA.
INDIA, AUSTRALIA, ETC., AND ALL
PRIVATE RESIDENTS AT THE
OUTPORTS.
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS.
With which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance, \$12
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

By Royal Warrant to His Majesty
The King.
BOVRIL
is an excellent tonic,
bracing the system
when everything else
fails.

NO. 15,546. 一九零八年二月三十日星期五光 HONGKONG, FRIDAY, FEBRUARY 14TH, 1908. 玉律 聖四月二年八零九一英港香 PRICE, \$3 PER NUMBER.

**WATSON'S
COLD CURE
TABLETS**
FOR THE
SPEEDY RELIEF AND CURE OF COLD
IN THE HEAD & INFLUENZA.

**A. S. WATSON & CO.
LIMITED,**
THE HONGKONG DISPENSARY.
ALEXANDRA BUILDINGS.

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$4.00 per cask ex Factory.
In Bags 250 lbs. net \$3.00 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers
Hongkong, 3rd October, 1907.

**AUTOMATIC BROWNING
POCKET PISTOLS.**

CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSSSEN & CO.
Hongkong, 6th March, 1907.

**AUTOMATIC MAUSER
PISTOLS.**

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
CAELOWITZ & CO. Agents
Hongkong, 18th March, 1907.

NEW CARTRIDGES.
BY Popular English Manufacturers. In
all Boxes and Sizes.
SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to 55SG. at \$6.75 and
\$7.50 per 100 SHOTTING EQUIPMENTS
and AIR GUNS in Variety.
Inspection Invited.
W.M. SCHMIDT & CO.
Hongkong, 23rd October, 1907.

A. TACK & CO.
26, DES VŒUX ROAD, CENTRAL.

JUST ARRIVED:
A LARGE STOCK
OF
SPECIALTY SHOTGUN

LADIES' BOOTS AND SHOES.

DEVELOPING AND PRINTING FOR
AMATEURS CAREFULLY
UNDETAKEN.
Hongkong, 2nd December, 1907.

A. LING & CO.
19, QUEEN'S ROAD CENTRAL
(Next to Messrs. KUHN & KOMOR).

**FURNITURE AND PHOTO GOODS
STORE.**

Photographic Goods of every Description
in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907.

**PEAK TRAMWAYS COMPANY,
LIMITED.**

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 10 minutes.
4.30 p.m. & 4.00 p.m. to 11.15 p.m.
every hour.
NIGHT CARS.
Extra Cars at 11.30 p.m. and 11.45 p.m.

SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 p.m.
11.15 p.m., every half-hour.

SPECIAL CARS by arrangement at the Com-
pany's Office, Alexandra Buildings, Des Vœux
Road Central.

JOHN D. HUMPHREY & SON,
General Managers.
Hongkong, 9th May, 1907.

PHOTO SUPPLIES.
LONG HING & CO.
17, QUEEN'S ROAD, CENTRAL.

**DEVELOPING & PRINTING
UNDERTAKEN.**

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,
OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA

ESTABLISHED 1855.

| | For Case. |
|-----------------------|-----------|
| BRANDY | \$21.50 |
| " | 19.00 |
| " | 16.00 |
| WHISKY, PALL MALL | 19.00 |
| JOHN WALKER & SONS' | |
| OLD HIGHLAND | 12.00 |
| C. P. & CO.'S SPECIAL | |
| BLEND | 10.00 |
| PORT WINE, INVALIDS | 19.00 |
| DOURO | 13.00 |

SHEERY, AMOROSO 19.00
LA TORRE 15.25
BENEDICTINE, D.O.M. 40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSSSEN & CO.
HONGKONG AGENTS.

CHAMPAGNES.

POMMERY & GRENO.

BOLLINGER & CO.

GIESLER & CO.

POL ROGER.

LANSON PERE ET FILS.

IRROY & CIE.

DUO DE MONTEBELLO.

PAUL DOMMIER & CO.

TRADE
SOLE AGENTS.— CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS, 15, Queen's Road Central.
Hongkong, 31st January 1908.

LANE, CRAWFORD & CO.

SPECIAL VALUE IN

"WOLSEY" UNDERWEAR
PURE WOOL, UNSHRINKABLE.

FLANNEL PYJAMAS

\$6.00 \$8.50 \$10.00 PER SUIT.

**BATH ROBES. DRESSING GOWNS.
HOSIERY AND GLOVES.**

LANE, CRAWFORD & CO.

Hongkong, 1st February, 1908.

**MIYASAKI & CO.,
COAL MERCHANTS.**

HEAD OFFICE:—Sakayama-cho, KOBE, Japan.

BRANCH OFFICES:—Nishinohashi, SHIMONOSEKI, Japan, and HONGKONG.

CABLE ADDRESSES:—

"MIYASAKI," applying to Head Office and Shimonoseki Branch.

"YUTAKA," applying to Hongkong Branch only.

A. B. C. 5th Edition used.

THE HEAD and BRANCH OFFICES will receive any Order for
JAPAN COALS.

Y. KUBO, MANAGER, HONGKONG,

No. 5, Queen's Road Central.

Hongkong, 27th November, 1907.

1884

CHAMPAGNE
G. H. MUMM & CO.,
THE MOST POPULAR WINE.

Can be had in the following qualities:—

EXTRA DRY (Gout Americain),
BRUT (Cordon Rouge).

SALES IN THE UNITED STATES EXCEED THE TOTAL OF ALL OTHER BRANDS.

SERVED IN ALL CLUBS AND FIRST-CLASS HOTELS, AND OBTAINABLE AT ALL WINE MERCHANTS IN THE COLONY, AND FROM SHEWAN, TOMES & CO., SOLE AGENTS.

Hongkong, 1st June, 1907.

THEATRE ROYAL CITY HALL
THE HONGKONG AMATEUR DRAMATIC CLUB
WILL PRESENT
"THE LIARS"

An Original Comedy, in Four Acts, by HENRY ARTHUR JONES
On THURSDAY, 20th February,
FRIDAY, 21st February, and

SATURDAY, 22nd February.
Doors open at 8.30 P.M. Performance at 9 P.M. Prices \$3, \$2 and \$1.
Sailors and Soldiers in uniform Half-price to Pit Seats and Pit. Booking Office at THE ROBINSON PIANO CO., open on and after MONDAY, 10th February, at 10 A.M.
Hongkong, 7th February, 1908.

HOTELS
HONGKONG HOTEL.

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.
Well Furnished Reception Rooms
Private Bar and Billiard Room for Hotel Residents.
Electric Lamps to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES, Manager.

39

HONGKONG, 24th July, 1905.

MANAGER.

423

HONGKONG, 24th July, 1905.

INTIMATION

A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORT:

Per Doz. Per Bottle.

| | | | |
|---|----------------|----------|-------|
| B.—OLD TAWNY, Red: | Seal Capsule | ... \$15 | 81.25 |
| C.—SUPERIOR LIGHT INVALID: | Black | | |
| Seal Capsule (old bottled) | ... 18 | 1.50 | |
| D.—VERY FINE OLD TAWNY, Superior Quality (old bottled) | Violet Capsule | 125 | 2.10 |

SHERRY:

Per Doz. Per Bottle.

| | | | |
|---|--------------|------------|-------|
| B.—LIGHT DRY, Green: | Seal Capsule | ... \$13.0 | 81.10 |
| C.—SOLERA, Red Seal: | Capsule | 17.50 | 1.0 |
| D.—SUPERIOR PALE DRY, White Seal: | Capsule | 19.50 | 1.65 |
| E.—FINEST PALE Dry, Nutty (old bottled), Violet | Capsule | 25.00 | 2.15 |

A. S. WATSON & CO.
LIMITED,

WINE AND SPIRIT MERCHANTS

ALEXANDRA BUILDINGS.

Hongkong, 27th January, 1908. 29

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to the Editor.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

D. Anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Teletypes Address: Press.

Codes: A.B.C. 6th Ed. Lister.

P. O. Box, 34. Telephone No. 12.

DEATH

On February 12th, at Highbury, New Park, London, N. M. BARNETT, the wife of the Rev. J. Barnett, widow of St. Stephen's College, Hongkong. By cable.

HONGKONG OFFICE: 10A, DES VIEUX ROAD, C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 14TH, 1908.

DECIDEDLY the most interesting feature of a race meeting is the crowd. At Hongkong there is no cockney procession, with horses ridiculously garbed in lingerie, no appearance of grotesquely dressed "bookies," but its cosmopolitan character makes the stream of humanity pouring Happy-Valley-wards quite as noteworthy as the Epsom bound cortège. One sees a grey-bearded Indian, and one calculates that he was a round infant when his fathers and uncles were murdering women and children at Clavelpore and Delhi. There is the placid Chinese husband and his wife, both in Sunday-go-to-meeting rig, and one wonders if, during the preparation for the day's enjoyment, there was any of the fussing that has caused the frown on the face of the straw-hatted foreigner in flannels, who escorts his flushed looking lady in the newest of her new dresses. In their case, we have a fair idea of what has gone before; how he put in a perfunctory hour or two at the office, taking out the big books from the safe, and putting them back again, re-arranging the pen-holders and pencils on his desk, while he wondered, if the "boy" would remember that tiffin was ordered for an hour earlier than usual. One can picture also with some measure of success how he bawls across to his wife's room that if she does not hurry up they will miss the most important race, for which he has a perfectly trustworthy "tip," whereas the poor woman, bent on a day of

happiness, hurriedly thrusts the powder puff in the hairpin box, and despairingly feels sure that the new bodice must be rucking up at the waistband behind, and that that horrid Mrs. So-and-so will make her die of shame by pointing it out, with affectionate solicitude, in the enclosure. As it is, she forgets the gloves that go with the costume, and when he has run upstairs for them, for of course the "boy" pretends not to understand, they have to run for the tram, into which she is hauled feeling certain that her hair is now "a perfect sight." Every tram to-day is a "special car for the races," and while one wonders where the non-specials are hidden, one supposes that it must be a good thing for the Tram Company. There they all go, Parsees, Portuguese, sailors and soldiers, Jews and gentiles, every nation of Europe represented, and even the islands of the Pacific—taipans and clerks, drunken men in all stages of bibulous exhilaration, women with babies—and only oneself and the patient coolie lugging along on his carrying pole a hundred weight of iron sheeting seems to be going in the opposite direction. Yet we are all happy, even the coolie, dropping his load by the foot of a banyan for an instant's blessed relief from the strain on his shoulders, wiping his forehead and gaping an admiring "Hoh-yah" at the string of rishas being drilled by unusually alert police. A couple of blarneyed ponies remind us that here is no presence of "improving the breed." Hongs are closed, fine clothes doffed, and the sounds of dollars circulated, only to squeeze one extra drop or two of the juice of happiness from the orange of life. In spite of the domestic worries previously hinted at, in spite of the fact that the long dreamed of frock is put in the shade by that of some other woman, notwithstanding the feeling of envy with which one hears that his tailor or his manicurist has won over a thousand dollars, there is no denying that happiness is achieved. Not many weeks ago Dr. BATESON WRIGHT addressed the following little sermon to his pupils:

"Be happy now. A fairy once promised a princess anything she might like to ask for on condition that she should succeed in picking the prettiest flower in a field, after walking through it only once. The princess soon passed a lovely flower, saying to herself, 'Surely I shall find nothing more beautiful than this, but she changed her mind and passed on. This she did over and over again, till at the end of her journey, she reached the fairy with empty hands, conscious that she had lost the opportunity of picking the fairest flower. This represents the lives of many children and grown-up people. At eight years of age they say, 'How happy I shall be when I am fifteen.' At fifteen happiness is postponed to twenty, then to thirty, and so on, till the end of life approaches. The journey through the field is over, and they have failed to pluck happiness, confident that real happiness is still ahead. The true way to be happy is to be happy now. Be happy at eight, and you will find yourself happy at fifteen, and so on and on, through life. There are far too many people in the world, of whom the poet says, they never realize life at all. They never once possess their souls until they die."

The worst of such advice is that it is easier to give than to follow. The very essence of true happiness, it seems to us, is that it should be unconscious, like that which brightens the faces of this week's race-goers. Let there be no analysis, such as we were nearly foolish enough to attempt, or off it goes. The boy or man who misunderstands Dr. BATESON WRIGHT's excellent "tip," and resolves "I will be happy now," is a fool for his pains. Yet most will so misunderstand it. Those people who argue the respective merits of retrospection, anticipation, and realization, waste their time and ignore the central fact of existence. These forms ought not to be, and cannot be, separated. Without sickness there is no health, without sorrow, no joy. All in, we have the happy, perfect whole. The march of the princess across the field had at least the constant joy of anticipation, the usual form that happiness takes in youth. But as a matter of fact, the subject won't bear thinking about. It must be determinedly let alone, ignored. As Mr. WILLIAM WATSON has written:

"The beasts in field are glad, and have not wit to know why, leap their hearts when spring time comes; Man looks at his own bliss, considers it, Weighs it with curious fingers, and 'tis gone."

The German Mail of the 15th January was delivered in London on the 12th inst.

A message from New York says that Lieut.-Com. Davis recently perfected a new process for the uniform hardening of steel at a cost said to be much below anything of its kind now in the markets. So highly do the Steel Trust think of the new invention that they have purchased the rights from Com. Davis at an enormous price.

Miss Margaret Halibut, in a speech to the Manchester Playgoer's Club, recounted a conversation which was alleged to have taken place in the stalls of the St. James's Theatre, London, during the run of "His House in Order." "Do you think she was right in giving up those letters to him? Would you have given them up?" "No, not to George Alexander—but I might to Charles Wyndham."

happiness, hurriedly thrusts the powder puff in the hairpin box, and despairingly feels sure that the new bodice must be rucking up at the waistband behind, and that that horrid Mrs. So-and-so will make her die of shame by pointing it out, with affectionate solicitude, in the enclosure. As it is, she forgets the gloves that go with the costume, and when he has run upstairs for them, for of course the "boy" pretends not to understand, they have to run for the tram, into which she is hauled feeling certain that her hair is now "a perfect sight."

The increased demand for China tea in the United Kingdom is indicated by the imports for December, 1907, being over 2,000,000 lb. at 245,000 lb. in the same month of 1906.

A return just issued by the Admiralty showing the results of rifle practice in the various fleets for 1906-7 places the East Indies station at the head of the list with an average of 118.49 points for 551 men firing, the First Destroyer Flotilla being second with 17.35 for "special car for the races," and while one wonders where the non-specials are hidden, one supposes that it must be a good thing for the Tram Company. There they all go, Parsees, Portuguese, sailors and soldiers, Jews and gentiles, every nation of Europe represented, and even the islands of the Pacific—taipans and clerks, drunken men in all stages of bibulous exhilaration, women with babies—and only oneself and the patient coolie lugging along on his carrying pole a hundred weight of iron sheeting seems to be going in the opposite direction. Yet we are all happy, even the coolie, dropping his load by the foot of a banyan for an instant's blessed relief from the strain on his shoulders, wiping his forehead and gaping an admiring "Hoh-yah" at the string of rishas being drilled by unusually alert police. A couple of blarneyed ponies remind us that here is no presence of "improving the breed."

The "Lokalreise" states that the scheme for the exchange of children between English and German parents for purposes of education, which has long been talked about, will now be definitely inaugurated. A start is to be made with an eight-year-old boy living in London named Reginald Hardy, whose parents offered to send him to some German household in return for a German child. The parents of each boy will formally undertake to maintain and educate them for a certain period to be mutually agreed upon. Arrangements are being made whereby the practice will be greatly extended.

Mr. W. P. Frith, whose picture, "The Derby Day," was, half a century ago, such a popular success, has been asked by a representative of the "Graphic" if he was fond of seeing the Derby. "Not I," was the reply. "But you must like horses?" "I don't particularly care about 'em. I've been to Epsom twice. Except for my interest in the scenes of life and character on the race course, my sympathies are all in the opposite direction. I've been once to Ascot and once to Kington Park—that was in 1854—and there I got the idea for 'The Derby Day.'

The Disciplinary Chamber at Leipzig on January 13th heard the appeal of the representative of the Public Prosecutor against the reprimand and fine of 1,000 marks (250) imposed by the Fotsdau Court on Herr Pottkamer, ex-Governor of the Cameroons, for various irregularities during his term of office, principally with regard to the issue of a steamship pass for a lady companion whom he described as his cousin and to his treatment of the native chiefs. The appeal was dismissed in consideration of the valuable services rendered by Herr Pottkamer to the State in Africa, and of the fact that his misconduct was one which should be regarded leniently. The Court decided that the accused should only be reprimanded and that he should be indemnified for half the costs he had incurred through the legal proceedings.

The crew of the cruiser "Dunegy," numbering ten officers and 316 chief petty officers and other ratings, left Devonport on January 13th by sail for Chatham to embark in the cruiser "Amphitrite," for passage to Colombo, to re-commission the "Monmouth" for further service on the China station. New crews for the sloop "Algernon," and the gun boat "Tighe," and half crews for the river steamers "Nightingale," "Kinsale," and "Woodlark," left Devonport the same morning for Portsmouth, where they were to embark the cruiser "Royal Arthur" for passage to Hongkong. The new battleship "Lord Nelson," 16,500 tons' displacement, arrived at Spithead that morning from Jarrow-on-Tyne, for her gunnery trials. The "Lord Nelson" is an improvement on the "King Edward VII" class of battleship, and possesses secondary armament with the "Dreadnought" lacks. She is commanded by Capt. Sir Robert Arbuthnot.

A ceremony characteristic of the Court of Spain took place in the Royal Palace for the first time in the reign of the present King and Queen. As is well-known, Grandees of Spain have the privilege of keeping their hats on in the presence of the monarchs. Grandees—ladies of Spain have the privilege of remaining seated before the monarchs, the "Telegraph" states, and the ceremony of obtaining this privilege is called "tomar la almohada," or taking the cushion, as it consists in sitting on a cushion of red damask before the Queen. The ceremony took place at six o'clock in the evening. The Queen was surrounded by ladies who have already "taken the cushion." As customary, the Queen, on entering the salon, ordered them to be seated. The ladies who are about to receive the highest honour in the Court of Spain are led by a sponsor. The lady presented "outlays" in return, and says, "Sit down, please." The lady then sits down on a cushion placed before the Queen, and speaks to her.

According to the Ottawa correspondent of the "Standard," the Japanese difficulty has been so far overcome that the new rules for dealing with Oriental immigration have already received the sanction of the Dominion Government. Apparently, Canada and Japan will divide between them the responsibility for keeping down the proportions of immigration to what is considered a safe level. The Canadian Government will refuse admission to those Japanese who do not come direct from their native country (the principal inroads in the past have been from Hawaii), while Japan herself will presumably guarantee the limits of emigration from her own shores. In this way the interests of the white races in Canada should be effectively secured, while the Japanese Government will have no grievance in the rejection of those who are already out of themselves from its jurisdiction. The "Standard" correspondent adds that the outlined settlement has given general satisfaction in British Columbia—in which case we shall be able to congratulate the partners in the Anglo-Japanese alliance on the removal of a dangerous source of discord.

The German Naval authorities are delighted beyond measure at the unlock for excess of speed over that stipulated for in the case of the two new battleships of 18,000 tons. Thus, the "Pommern" attained a speed of 19.16 knots with 122.8 revolutions and 20,400 horse-power while the "Hanover" attained a speed of 19.15 knots, with 121.9 revolutions and 22,492 horse-power. At the speed stipulated for when the vessels were ordered was 19 knots, the builders and the German Navy alike are to be congratulated on the results. One great advantage of this uniformity of speed on the part of the vessels forming a squadron is that their fighting-value is increased.

A return just issued by the Admiralty showing the results of rifle practice in the various fleets for 1906-7 places the East Indies station at the head of the list with an average of 118.49 points for 551 men firing, the First Destroyer Flotilla being second with 17.35 for "special car for the races," and while one wonders where the non-specials are hidden, one supposes that it must be a good thing for the Tram Company. There they all go, Parsees, Portuguese, sailors and soldiers, Jews and gentiles, every nation of Europe represented, and even the islands of the Pacific—taipans and clerks, drunken men in all stages of bibulous exhilaration, women with babies—and only oneself and the patient coolie lugging along on his carrying pole a hundred weight of iron sheeting seems to be going in the opposite direction. Yet we are all happy, even the coolie, dropping his load by the foot of a banyan for an instant's blessed relief from the strain on his shoulders, wiping his forehead and gaping an admiring "Hoh-yah" at the string of rishas being drilled by unusually alert police. A couple of blarneyed ponies remind us that here is no presence of "improving the breed."

The "Lokalreise" states that the scheme for the exchange of children between English and German parents for purposes of education, which has long been talked about, will now be definitely inaugurated. A start is to be made with an eight-year-old boy living in London named Reginald Hardy, whose parents offered to send him to some German household in return for a German child. The parents of each boy will formally undertake to maintain and educate them for a certain period to be mutually agreed upon. Arrangements are being made whereby the practice will be greatly extended.

It is a complaint that Belgium has too many doctors, but says the "Independance Belge," in Japan matters are no better, judging from recent statistics. At the end of 1906 there were in that country 34,611 doctors and 706 qualified dentists. The increase among the doctors during a year was 740. Taken as a whole, there appears to be one doctor for every 1,348 persons, but in the great towns and cities the proportion is still greater. In Tokyo, for instance, there is one doctor for every 840 persons, and there are, in addition, 93 foreign practitioners. Japan possesses 785 hospitals, of which 630 are private institutions. Besides these, there are foreign institutions under the control of foreign doctors.

FUNERAL OF MR. DANBY.

The remains of the late Mr. W. Danby were interred in the Happy Valley Cemetery yesterday morning, a large concourse, including many pioneers of the Colony, forming the cortège. The burial service was conducted by His Lordship Bishop Lander, who was assisted by the Rev. F. T. Johnson and the Rev. J. H. France, there being present the wife of the deceased, who was attended by Mrs. Stedman and Mrs. Wright. Mr. J. Wright and Mr. Nicholson as chief mourners, also Commodore Stokes, R.N., Capt. Fleming, extra Aide-de-camp to His Excellency the Governor, the Very Rev. Archdeacon Banister, the Rev. T. W. Pearce, Dr. Clark, Dr. Atkinson, Hon. Mr. Chatham, Messrs. A. Denison, A. J. Williams, G. H. Medhurst, A. Shelton Hooper, F. Dodwell, J. Armstrong, J. Ormrod, A. G. Gordon, C. E. Lenzenmann, J. I. Andrew, T. F. Hough, C. D. Wilkinson, A. Ough, J. W. C. Bonner, G. W. Edwards, M. S. Northcote, Dr. Bateson, Wright, Hon. Mr. E. Osborne, Messrs. W. Jack, Donald, E. H. Hinds, D. E. Law, C. J. Lafrance, A. Chapman, D. Wood, H. R. Phelps, G. Barton, W. M. D. Parr, J. M. Beck, J. Gray Scott, W. H. Donald, W. Armstrong, F. D. C. Wolfe, R. Mitchell, T. Rose, W. D. Graham, W. H. Wickham, C. B. Thomas, F. Graham, B. Harker, J. Douglas, H. Humphreys, R. D. Atkinson, E. M. Haslewood, P. Smith, C. H. Blaize, H. A. Lambert, J. Lambert, L. Gibbs, Rev. A. J. H. Pitt and Staff Surgeon Soqueira, of H. M. S. "Flora," H. W. Slade, T. Skinner, P. Tester, A. E. Griffin, J. W. Billes, W. D. Kraft, A. Abdoobrahim, A. Sath, F. Smyth, A. Rodger, F. Brown, L. Barindague, Mr. A. Cummings, and three U. S. Naval Officers. Mrs. Danby provided a beautiful cross of violets which, together with wreaths provided by Mr. Danby's sons and daughters, was placed on the top of the coffin. Wreaths were also forwarded by the following—Mr. and Mrs. M. S. Northcote, Mr. C. B. T. Tomasi, Mr. J. Lambert, R. N. E., Mr. J. Gray Scott, Mrs. Armstrong and family, Mr. and Mrs. G. Murray Bain, Mr. E. H. Hunter, Mr. Lieb, Mr. and Mrs. A. Shelton Hooper, Mr. and Mrs. A. E. Griffin, Mr. and Mrs. J. F. Wright, Mr. and Mrs. W. H. Donald, Mr. C. E. Warren, Miss Sloane, Mr. J. H. Lewis, Officer, District Grand Lodge, Perseverance Lodge, Mr. and Mrs. B. Harker, Dr. and Mrs. Stedman, Captain and Mrs. Lyons, Mr. and Mrs. Ormiston, Mr. and Mrs. Looker, Mr. B. Shawan, Mr. and Mrs. Denison, Hon. Mr. and Mrs. F. H. May, Mr. and Mrs. Miss Layton, Mr. and Mrs. A. Cummings, Mr. A. Abdoobrahim, Fung Pin, Ip Tsuen-ki.

THE TRANSVAAL INDIANS.

A mass meeting of Indians was held at Johannesburg on January 13th to protest against the Transvaal Registration Act, which was described as barbarous and un-Christian. As citizens of the Empire the Indians declared that they were entitled to Imperial protection.

A defence fund has been opened, to which £3,700 has already been subscribed.

At a meeting held at Cape Town on January 13th

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE HONGKONG DAILY PRESS, LTD., 14, QUEEN'S ROAD, CENTRAL, HONGKONG. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent to before 11 a.m. on day of publication. After that hour the supply is limited. Only registered for Cash. Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed., Licker's, P.O. Box, 83, Telephone No. 12.

NEW ADVERTISEMENTS

THE CHINA FIRE INSURANCE CO. LIMITED.

THE THIRTY-NINTH MEETING of Shareholders in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 5th March, 1908, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from 20th February to 5th March, both days inclusive.

By Order,

GEO. R. TOMLIN,
Secretary.
Hongkong, 14th February, 1908. 368.

JAVA-CHINA-JAPAN LIJN,
FOR BATAVIA, CHERIBON,
SAMARANG, SOERABAJA AND
MACASSAR.
Taking cargo to all ports in Netherlands Indies
on through Bill of Lading.

THE Steamship "TJILIWONG."

Captain Jurriaanse, will be despatched for the above Ports on or about 25th February.
For information as to Freight and Passage, apply to the

Head Agent of the
JAVA-CHINA-JAPAN LIJN,
York Buildings, 1st Floor,
Hongkong, 14th February, 1908. 367.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNMENS.

FROM TRIESTE, PORT SAID, SUEZ,
ADEN, BOMBAY, COLOMBO,
PENANG AND SINGAPORE.

THE Company's Steamship "VORWAERTS,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

Optional Cargo will be discharged here unless notice to the contrary is given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before NOON on the 19th inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th inst., will be subject to rent.

Bill of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.
Hongkong, 12th February, 1908. 3

INTIMATIONS

HONGKONG JOCKEY CLUB.

RACE MEETING, 1908.
TO-MORROW (SATURDAY) (Off-day),
15th FEBRUARY.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, Ltd., or at the Gate. Tickets for the TO-DAY (FRIDAY), the 14th February, 1908, at 11 A.M., on the Premises.

THE GOODS and CHATTELS OF THE YIK LOON FIRM,
Nos. 127 and 129, Second Street,
Comprising—

HORIZONTAL ENGINE and BOILER,
TURNING, LATHES, DRILLING
MACHINES, PLANING MACHINES,
TOOLS, IRON PLATES, OLD IRON,
&c., &c.

TERMS.—As usual.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 10th February, 1908. 347.

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and the ENCLOSURE during the Races 15th instant.

A Stand and Enclosure will be reserved for Members and Members' Wives and Families, Tickets for which are now being sent out with the Members' Tickets.

All Tickets must be produced to gain admission.

Special accommodation will be reserved as in recent years for Chinese Ladies and their Female attendants in the Stand erected on the plot of ground next to the Lusitano Club Stand.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 8th February, 1908. 336.

HONGKONG JOCKEY CLUB.

NO Children under the age of 14 years will be admitted into the Enclosure.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 8th February, 1908. 337.

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the ENCLOSURE of the Race Course during the Race days WITHOUT TICKETS which can be had on application to the Undersigned. These Tickets are only available for servants while in attendance on their employers or when on duty at the various Stands.

Any Chinese found loitering about with Servants' passes in their possession, will forfeit them and the holders thereof will be removed from the enclosure.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 8th February, 1908. 338.

HONGKONG HORTICULTURAL SOCIETY.

THE ANNUAL FLOWER and VEGETABLE SHOW will be held in the BOTANIC GARDENS on WEDNESDAY, and THURSDAY, 26th and 27th February.

Intending Exhibitors are reminded that information of the Classes in which they intend to exhibit should be sent to the Hon. SECRETARY, 6, Besantfield, Arcadia not later than WEDNESDAY, the 19th February.

Non Members will be charged an Entrance

Fee of 50 cents for each Class entered.

Gardens entered for "Best kept Gardens" will be judged between 20th and 24th February.

All Pot Plants must be staged between 3 A.M. and 6 P.M. on the 25th February. Vegetables and cut Flowers by 10 A.M. on 26th February.

L. GIBBS,
Hon. Secretary.
Hongkong, 10th February, 1908. 316

STORAGE.
FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 235 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 to PRAYA EAST. Approximate AREA 15,000 SQUARE FT, 300 YEARS' LEASE

For Particulars, apply—

GEORGE FENWICK & CO., LTD.
Hongkong, 8th June, 1908. 341

PRINTING.

"DAILY PRESS" OFFICE
Proofs read by Englishmen.

TYPEWRITER.

F. A. V. RIBEIRO,
Typewriting Work: Undertaken, Cleaned,
Repaired, Overhauled. Charges moderate.

Office of the Hongkong Typewriting
Bureau, 19, Queen's Road Central
(First-floor).

SIENTING.

SURGEON DENTIST,
No. 10, D'AGUILAR STREET

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1908. 1540

DR. M. H. CHAUN.

THE latest Method of the AMERICAN

SYSTEM of DENTISTRY.

33, Queen's Road Central.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. 1444

IF YOU REQUIRE

ARTISTIC PICTORIAL POSTCARDS

POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY and POSTCARD ALBUMS,
Mechanical Animals, Art Relief Novelties.

POSTAGE STAMPS
in Bags, Packets, Sets, &c. &c.

AND

All other Philatelic Goods.

CALL AT—

GRACA & CO.,
Hongkong Hotel Corridor.

Hongkong, 1st January, 1908. 118

NOW READY.

MAIL TABLES
FOR 1908.

Shows the date of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents

On Paper ... 20

On Sale at the Hongkong Daily Press Office, Hongkong, 17th January, 1908. 215

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions from The REGISTRAR, SUPREME COURT, to Sell by Public Auction, TO-DAY (FRIDAY), the 14th February, 1908, at 11 A.M., on the Premises.

THE GOODS and CHATTELS OF THE YIK LOON FIRM,
Nos. 127 and 129, Second Street,
Comprising—

HORIZONTAL ENGINE and BOILER,
TURNING, LATHES, DRILLING
MACHINES, PLANING MACHINES,
TOOLS, IRON PLATES, OLD IRON,
&c., &c.

TERMS.—As usual.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 10th February, 1908. 347.

HONGKONG CLUB.

NOTICE.

APPLICATIONS will be received by the Undersigned up to the 23rd February 1908, for the Post of ACTING SECRETARY

to the above Club for Twelve Months from the 1st April, 1908 to the 1st April, 1909, with the prospect of a permanent appointment as Secretary.

Applicants should be unmarried as residence on the Club Premises is essential.

By Order,

C. H. GRACE,
Secretary.
Hongkong, 27th January, 1908. 265.

HONGKONG CLUB.

PUBLIC COMPANIES

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the CITY HALL, Hongkong, TO-MORROW (SATURDAY), 15th day of February, 1908, at NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1907.

By Order of the Court of Directors,

J. R. M. SMITH,
Chief Manager.
Hongkong, 29th January, 1908. 283.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 3rd to the 15th day of February, 1908 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,

J. R. M. SMITH,
Chief Manager.
Hongkong, 29th January, 1908. 283.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING

of Shareholders in this Company will be held at the Company's Office, Queen's Buildings, New Praya, on MONDAY, the 24th February, 1908, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th February, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE,
Secretary.
Hongkong, 30th January, 1908. 289.

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL GENERAL MEETING

of the Members of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on MONDAY, the 24th February, 1908, at 4 P.M. in the Old Chamber of Commerce, Room, City Hall, for the following purposes,

1. To receive the Report and Account of the Committee for the year ended 31st December, 1907.

2. To consider the following Resolution:—

"That in consequence of the importance of the Trade existing between this Port and Bombay it is resolved under rule XXIII to increase the Number of the Committee from 9 to 10 so as to include a merchant interested in the Bombay trade.

4. To transact any general business.

By order,

E. A. M. WILLIAMS,
Secretary.
Hongkong, 12th February, 1908. 363.

YOKOHAMA SPECIE BANK LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-THIRD ORDINARY

HALF-YEARLY MEETING of Shareholders in this Company will be held at the Office of the Company, Hotel Mansions on TUESDAY, the 25th February at 12 o'clock Noon for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 25th instant, both days inclusive.

By Order of the Board of Directors,

W. E. CLARKE,

INTIMATIONS

S. MOUTRIE & CO. LTD.

THE ORCHESTRELLE CO.'S NEW MODEL

"AERIOLA"

PIANO PLAYERS

RETURNED AFTER A FEW MONTHS

ON HIRE

REDUCED TO \$350.

A MARVEL OF MECHANICAL GENIUS AND THE MOST PERFECT INSTRUMENT ON THE MARKET.

A WRITTEN GUARANTEE GIVEN WITH EACH INSTRUMENT.

SOLE AGENTS.

S. MOUTRIE & CO., LTD., York Building, Chater Road.

Hongkong, 13th November, 1907.

THE BEST OF BRACERS.

Business and professional men find Hall's Coca Wine the best of bracers, quick and lasting in effect, and entirely free from reaction common to alcoholic stimulants. This is a perfect restorative tonic. When you feel the need of something to keep you going, something to give you strength against the emanation caused by the climate or by overwork or anxiety, it is well to remember that Hall's Coca Wine will do more than any other agent to get you in trim and keep you fit for work.

60-10

NATAL LINE OF STEAMERS

THE Under-mentioned GENERAL AGENTS in CHINA and JAPAN for the above line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA STAR NAVIGATION CO's fortnightly service hence to CALCUTTA. Sailings from ALUQUITA for CAPE PORTS every fortnight. For freight and further particulars, apply to

DODWELL & CO., LIMITED

General Agents for China and Japan.

Hongkong, 4th August, 1898.

THE ACME

OF PERFECTION IN MANUFACTURE!

Reliable

Remarkably smooth motion. — Noiseless change of gear.

The most comfortable and the most tasteful Design.

Automobiles

Limousines. Tonneaus. Landaus. Landauettes. Broughams. Motor Cabs. Touring Cars. Delivery Vans, etc.

TWO-CYLINDER 4/8, 5/9 AND 8/14, H.P. FOUR CYLINDER 8/15 H.P. UPTO 25/50 H.P.

Ask

for

Catalogue.

Agents required where not represented.

Adlerwerke vorm. HEINRICH KLEYER A. G. ESTABLISHED 1880. Frankfort on the Main. ABOUT 3,000 WORKMEN. Automobiles, Motor Cycles, Cycles, and Typewriters. Many of the highest distinctions at home and abroad; State Medal etc. 17

Milan GRAND PRIX 1906.

ARGYLL MOTORS, LTD.

ALEXANDRIA GLASGOW

ALL TYPES OF COVERED CARS FOR COLONIAL WORK

LONDON DEPOT: ARGYLLS, LONDON, LTD.

17 NEW MARY ST., OXFORD STREET.

AGENTS FOR EAST

BOMBAY MOTOR CAR CO., Bombay; BROWN & DAVIDSON,

Talwakote, Ceylon; G. HENDERSON & CO., Calcutta;

SYME & CO., Singapore; ROWE & CO., Rangoon;

LOUIS T. LEONOWENS LTD., Bangkok.

MOTOR NOTES FROM HOME.

Written for the Hongkong Daily Press

LONDON, December 27.

A MERRY MOTOR CHRISTMAS.

It has been a Merry Christmas for motorists, for the most part fine and dry, though cold. The opportunity was, therefore, seized by most of us to get out of harness for a day or two, and out of Town by means of any vehicle available.

It had been my intention to take a run on a Starling with a view to describing this excellent small car for the benefit of Eastern readers. But the Star people had other, and more festive, intentions of their own. Hence the Starling must wait until next week. Thus I went off on Christmas eve with a big Panhard racer whose price runs up to four figures. There can be no question about the enormous superiority of the big car over the small one, from the point of view of the pleasure seeker. Passing through the crowded streets, and out into the keen country air, I reflected upon the strange mental aberrations that seize upon the motorphobes as to the alleged dangers attending the motor car. The flexibility, even of a big car running at speed, is much greater than that of the horse-drawn vehicle, so that one can, out it much more finely in passing other vehicles, without the slightest risk of collision, while the car can be brought to a standstill within a much shorter distance.

THE ENGINE AS A BRAKE.

In this connection, of course, everything depends on the brake efficiency. One of our brakes, on this occasion, was a little obstinate, and it is a useful thing to remember that the engine itself can be brought to bear as a very powerful ally. Every driver should bear this in mind, and be always ready to act upon it in an emergency. If on the low gear, with the engine at the lowest speed, the velocity of the car can never become great. To brake with the engine, merely switch off the ignition. If, running at speed, the brakes are applied, and ignition switched off as well, the car can, if necessary, be made to stop almost dead. But let everyone "hold tight" otherwise the unwary one is likely to find himself astride of the bonnet in a most ungainly and uncomfortable attitude.

SIDE SLIPS AND STUDDED TIRES.

In the neighbourhood of Barnet we had an illustration of the value of studded tyres. The road was "up," and the room allowed for the passage of vehicles very limited. To add to the difficulty the road had been watered for some reason or other, and was exceedingly slippery.

To avoid a lumbering van a sharp turn had to be made. Our own car swung smartly round, but another car following skidded, and found itself hung up with two wheels in a three-foot excavation. There seems to be no alternative to the studded tyre if the motorist is to be secured from side-slip. Yet this form of tyre has decided objections. It is much less comfortable than the plain tyre, its life is much shorter, and its cost is much higher. Everything, however, depends on the driver, and very much on the car itself. I have known cars which were very stable on plain tyres, and others of the same weight most unstable unless fitted with studded tyres. But

the speed-man who will not slow down, even in traffic, must take no chances with plain tyres, and so he stands condemned to the high-priced, shorter lived studded tyres. Had our friend of Christmas Eve with the plain tyres not tried to emulate our—I admit it—very bad example, he would have arrived at his destination at least a couple of hours earlier.

THE MOTOR BUGGIA.

The modern cracksmen is nothing if not up-to-date. The scientific gentleman in whom the acquisitive propensities seem to be abnormally developed, who uses the oxyacetylene blow pipe, might be expected to avail himself of the motor car. Thus a new terror is presented to dwellers in country mansions, with which the rural police seem singularly unable to deal. Several burglaries have occurred already this season, and the manner of the advent and departure of the operators seems to suggest the use of motor cars. Now, whilst the rural, and even the suburban, constable is quite in his element trapping unsuspecting and legitimate motorists in broad daylight, and obtaining convictions on evidence which, to say the least of it, is very questionable, he is totally at a loss after nightfall. I confess to a sense of commision in this respect myself, and, save for oldish yells, and perhaps a futile blowing of whistles, have not been thereafter identified. Yet the experienced motorist would be able to tell, within a fair measure of accuracy, the make and horsepower, number of cylinders, etc. of the car that passed in the night. But how many people can identify the make of a car in the daytime? It is safe to assume that the average policeman knows as much of motor cars as a Chinese coolie does of aeroplanes. "Cars and How to Detect Them" would be a monograph of greater value than that of the late lamented Sherlock Holmes on tobacco ash. And it would be more to the credit of the police if they would pay more attention to cars that pass in the night—as I have not infrequently seen them—with inefficient lights, or no lights at all, than to raising quibbles about the "legal limit," as observed from behind hedgerows and through telescopes. On the top of this comes, appropriately, a yarn from New York. It is to the effect that a gang of burglars, men and women, have been touring the summer resorts, breaking into houses, and clearing off with their booty in a big red car. Ye gods! Fancy burglars in a red car. The intelligence of the American police must be on a par with that of our own.

MOTOR MEMS.

Such is the amount of work that Messrs. Argyll Motors, Ltd., have in hand that from last Monday (23rd) the whole of the works is on full time.

One of the worst places to put ignition wiring is near the Silencer or exhaust pipe, or any other place where there is much heat. Even if there is not sufficient heat to burn the insulation, the material will deteriorate and become practically useless in a short time.

As instance of how the motor industry is growing in India, I am informed that the Steppen Spark Motor Wheel Co., Ltd., have shipped no fewer than 400 Steppen wheels to India alone within the last three months.

The New Engine Motor Co., Ltd., have secured an order for a 40 h.p. Locomotive with front seats completely closed in for the Thakore Sahib of Condol, for use in India. The vehicle will carry nine persons in all. The car can be used as a completely open one, if required.

ACROSS THE ALPS BY CANAL.

Were it not for the marvellous feats already performed, by Italian engineers, the idea of connecting Geneva and Lake Constance by water and floating a barge over the Alps, would sound too like an idle fairy tale to be worth consideration. But the plan, or rather the invention, of Signor Caminada has apparently won the support of Senator Colombo, a famous engineer himself and the president of the Polytechnic of Lombardy, and has already attracted the notice of King Victor Emmanuel and the Italian public, says the *Times*.

Without attempting an exact description of Signor Caminada's invention, it may yet be possible to give a rough idea of the principle underlying it. As every one knows, the ordinary method of floating shipping over an alpine lake is by a series of locks one higher than the other. Signor Caminada's looks, or rather the spaces between the gates of ingress and egress, will be inclined tubular canals. For example, the waterway will reach its highest point at Isolato, in the Spilung Pass, the distance between Isolato and San Vittore, near Chiavenna, involves a rise of 960 metres. This distance of some 16 kilometres will be traversed by a double line of parallel tubular canals, each divided into 137 sections. The water descends through both, but crosses to each line alternately, so that, while a vessel descends with the sinking water in a section on one line, another vessel is rising with the rising water in a lower section of the other.

These inclined tubular canals will be constructed of masonry, closed with iron gates. Signor Caminada claims that his system will need a far smaller water supply than would be needed for the ordinary rising lock system, that it will naturally be more expeditious, and that it will be less subject to obstruction by ice as the water will never be sufficiently stagnant to be frozen over in winter.

He also says that he has assured himself of the sufficiency of the water supply, as far as crossing the Alps is concerned, and that the supply in the Apennines, though less certain, can be assured by reservoirs at no very great expense.

His plan seems to have gained the attention of very competent judges of its feasibility so that a journey from Genoa to Basel by water may readily be someday made possible.

THE BOON OF HEALTH.

HOW YOU MAY REGAIN IT, IF LOST, AND KEEP IT.

There is no greater single source of happiness than that which comes from the possession of good health. An invalid though he possess \$100,000 cannot be really happy. Therefore, every man and woman should seek the boon of sound health. Now what is health? It is the orderly working of all the bodily functions. The nourishment and strength of your body and brain depend on the proper digestion of your food.

Indigestion is the chief ailment of the human race. It starves your system. You become weak, nervous, and sick, while impurities, due to decomposition of the undigested mass in stomach and bowels, pass into your blood and poison your whole system.

The first indication of digestive weakness

is the first indication of digestive weakness

Take Mother Seigel's Syrup. It will tone and invigorate your stomach, liver and bowels, cleanse your blood, and ensure perfect digestion, perfect health.

Mrs. Farrow, 3, Livingstone Place, Ber Street, Norwich, writes: I lost appetite and suffered very much from pains in the stomach and wind. I had headaches very often, was troubled greatly with constipation. Then I began to have pains in my back, too. But at last I was advised to take Mother Seigel's Syrup, and that cured me.

Mrs. Farrow, 3, Livingstone Place, Ber Street, Norwich, writes: I lost appetite and suffered very much from pains in the stomach and wind. I had headaches very often, was troubled greatly with constipation. Then I began to have pains in my back, too. But at last I was advised to take Mother Seigel's Syrup, and that cured me.

Mother Seigel's Syrup cures Indigestion, Biliousness, Constipation, Headache, Wind, Epitaxis, Oppression at the Chest, Loss of Appetite, Palpitation, Nausea, Dizziness, and the many other ills that arise from a disordered state of the digestive system.

Mother Seigel's Syrup is also prepared

in tablet form, and sold under the name of

Mother Seigel's Syrup Tablets.

Price 2/9—One Size Only. 67-7

THE MARSHALL ISLAND DISPUTE.

A SETTLEMENT IMMINENT.

The "Daily Graphic" understands that the dispute between the British and German Government in regard to alleged infractions of the Anglo-German Declaration of April 10th, 1886, by German officials in the Marshall Islands, has entered upon a new phase, which promises to result in an early settlement satisfactory to both parties. It will be remembered that the grievance of Great Britain arose on account of complaints made by an Australian firm, Messrs. Bu-ns, Philip, and Co., to the effect that their trade with the Marshall Islands had been ruined through a virtual monopoly granted in violation of the Declaration of 1886, to the German company administering the Islands, Messrs. Burns, Philip, and Co. claimed damages. Negotiations took place in 1906 and last year, but proved unsuccessful. Great Britain then proposed to submit the case to arbitration, in accordance with the provisions of the Anglo-German Arbitration Treaty of July 12th, 1904. This was declined by Germany on the ground that a similar proposal made by her in regard to certain German claims for damages arising out of the Boer War had not been accepted by Great Britain. It has since been shown, however, that the grievance of Germany is not on all fours with the British grievance, partly because it does not belong to the classes of questions to which the Arbitration Treaty of 1904 relates, and partly because that Treaty is clearly not retrospective. The German Government have now, we understand, recognised the force of these objections, and have withdrawn their proposal to mix up the two claims. They have agreed to consider the British proposal to submit the Marshall Islands dispute to arbitration on its merits, and in these circumstances it is believed that a final and friendly understanding will speedily be reached.

MOTOR MEMS.

Such is the amount of work that Messrs. Argyll Motors, Ltd., have in hand that from last Monday (23rd) the whole of the works is on full time.

MOTOR MEMS.

The "Daily Graphic" understands that the dispute between the British and German Government in regard to alleged infractions of the Anglo-German Declaration of April 10th, 1886, by German officials in the Marshall Islands, has entered upon a new phase, which promises to result in an early settlement satisfactory to both parties. It will be remembered that the grievance of Great Britain arose on account of complaints made by an Australian firm, Messrs. Bu-ns, Philip, and Co., to the effect that their trade with the Marshall Islands had been ruined through a virtual monopoly granted in violation of the Declaration of 1886, to the German company administering the Islands, Messrs. Burns, Philip, and Co. claimed damages. Negotiations took place in 1906 and last year, but proved unsuccessful. Great Britain then proposed to submit the case to arbitration, in accordance with the provisions of the Anglo-German Arbitration Treaty of July 12th, 1904. This was declined by Germany on the ground that a similar proposal made by her in regard to certain German claims for damages arising out of the Boer War had not been accepted by Great Britain. It has since been shown, however, that the grievance of Germany is not on all fours with the British grievance, partly because it does not belong to the classes of questions to which the Arbitration Treaty of 1904 relates, and partly because that Treaty is clearly not retrospective. The German Government have now, we understand, recognised the force of these objections, and have withdrawn their proposal to mix up the two claims. They have agreed to consider the British proposal to submit the Marshall Islands dispute to arbitration on its merits, and in these circumstances it is believed that a final and friendly understanding will speedily be reached.

MOTOR MEMS.

The "Daily Graphic" understands that the dispute between the British and German Government in regard to alleged infractions of the Anglo-German Declaration of April 10th, 1886, by German officials in the Marshall Islands, has entered upon a new phase, which promises to result in an early settlement satisfactory to both parties. It will be remembered that the grievance of Great Britain arose on account of complaints made by an Australian firm, Messrs. Bu-ns, Philip, and Co., to the effect that their trade with the Marshall Islands had been ruined through a virtual monopoly granted in violation of the Declaration of 1886, to the German company administering the Islands, Messrs. Burns, Philip, and Co. claimed damages. Negotiations took place in 1906 and last year, but proved unsuccessful. Great Britain then proposed to submit the case to arbitration, in accordance with the provisions of the Anglo-German Arbitration Treaty of July 12th, 1904. This was declined by Germany on the ground that a similar proposal made by her in regard to certain German claims for damages arising out of the Boer War had not been accepted by Great Britain. It has since been shown, however, that the grievance of Germany is not on all fours with the British grievance, partly because it does not belong to the classes of questions to which the Arbitration Treaty of 1904 relates, and partly because that Treaty is clearly not retrospective. The German Government have now, we understand, recognised the force of these objections, and have withdrawn their proposal to mix up the two claims. They have agreed to consider the British proposal to submit the Marshall Islands dispute to arbitration on its merits, and in these circumstances it is believed that a final and friendly understanding will speedily be reached.

MOTOR MEMS.

The "Daily Graphic" understands that the dispute between the British and German Government in regard to alleged infractions of the Anglo-German Declaration of April 10th, 1886, by German officials in the Marshall Islands, has entered upon a new phase, which promises to result in an early settlement satisfactory to both parties. It will be remembered that the grievance of Great Britain arose on account of complaints made by an Australian firm, Messrs. Bu-ns, Philip, and Co., to the effect that their trade with the Marshall Islands had been ruined through a virtual monopoly granted in violation of the Declaration of 1886, to the German company administering the Islands, Messrs. Burns, Philip, and Co. claimed damages. Negotiations took place in 1906 and last year, but proved unsuccessful. Great Britain then proposed to submit the case to arbitration, in accordance with the provisions of the Anglo-German Arbitration Treaty of July 12th, 1904. This was declined by Germany on the ground that a similar proposal made by her in regard to certain German claims for damages arising out of the Boer War had not been accepted by Great Britain. It has since been shown, however, that the grievance of Germany is not on all fours with the British grievance, partly because it does not belong to the classes of questions to which the Arbitration Treaty of 1904 relates, and partly because that Treaty is clearly not retrospective. The German Government have now, we understand, recognised the force of these objections, and have withdrawn their proposal to mix up the two claims. They have agreed to consider the British proposal to submit the Marshall Islands dispute to arbitration on its merits, and in these circumstances it is believed that a final and friendly understanding will speedily be reached.

MOTOR MEMS.

The "Daily Graphic" understands that the dispute between the British and German Government in regard to alleged infractions of the Anglo-German Declaration of April 10th, 1886, by German officials in the Marshall Islands, has entered upon a new phase, which promises to result in an early settlement satisfactory to both parties. It will be remembered that the grievance of Great Britain arose on account of complaints made by an Australian firm, Messrs. Bu-ns, Philip

SHIPPING.

ARRIVALS.

FOOSHING, British str., 1,423, T. Arthur, 13th February—Wakamatsu 8th Feb., Coal-Jardine, Matheson & Co.
HOFSONG, British str., 1,355, Jas. M. Hay, 13th February—Moji 7th February, General-Jardine, Matheson & Co.
HUNTER, British str., 1,205, G. J. Spink, 12th February—Haiphong, Pakhoi and Hoihow 11th Feb., General—Butterfield & Swire.
LUCHOW, British str., 1,210, W. Haddo, 13th February—Butterfield & Swire.
TSAI-AN, British str., 2,269, E. Finlayson, 13th February—Australia via Sydney 21st Jan., General—Butterfield & Swire.
VORWARTS, German str., 643, B. Ohlsen, 13th February—Pakhoi Feb. 8th, and Hoihow 11th General—Jebson & Co.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE
29th January.
Bourbon, French str., for Saigon.
Foshing, British str., for Canton.
Haiwan, French str., for Hoihow.
Hongwan I., British str., for Amoy.

DEPARTURES.

12th February.
MACHEN, German str., for Bangkok.
WINNERAG, British str., for Canton.
13th February.
EMPEROR OF JAPAN, Brit. str., for Vancouver.
GOEBEN, German str., for Shanghai.
KINGFONG, Chinese str., for Chinkiang.
KITO MARU, Japanese str., for Kobe.
KWANGLUNG, Chinese str., for Canton.
KWANGTAH, Chinese str., for Shanghai.
NANCHANG, British str., for Tsin-tau.
SHAOHING, British str., for Shanghai.
TSINTAU, German str., for Bangkok.

SHIPPING REPORTS.
The British str. *Fooshing* reports: Strong N.E. monsoon, rough sea, cloudy weather.
The British str. *Luchow* reports: Strong N.E. wind and high sea, weather overcast.

VESSELS IN DOCK
February 13th.
AUGSBURG DOCKS—Nerive.
KOWLOON DOCKS—Neil McLeod, Persia.
Amigo, Sorogon, Oyukto, Shantung.
CO-METROPOLITAN DOCKS—Chipping.

CHINA & MANILA STEAMSHIP COMPANY LTD.

A CARNIVAL

WILL BE HELD IN
MANILA under Government Auspices com-
mencing on the 27TH FEBRUARY, 1908.

As an inducement to Hongkong residents to patronise this important event besides enjoying a holiday of reasonable length we have decided to despatch our Steamer "ZAFIRO" for a special Carnival trip, leaving Hongkong at 4 P.M. on the afternoon of SATURDAY, the 22ND FEBRUARY. The "ZAFIRO" will reach Manila on TUESDAY morning and in order that the full round of festivities may be enjoyed we shall not despatch the steamer from Manila until 2 A.M. on the morning of TUESDAY, 26th MARCH. She will reach Hongkong again at daylight on THURSDAY, the 5th March.
We have arranged a Special Fare for this round trip of \$30, and Passengers, should they so desire, may make arrangements to remain on board during the steamer's stay in Manila. For further particulars, apply to the Undersigned.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 22nd January, 1908. 1908-24

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.
STEAM TO
SHANGHAI, YOKOHAMA AND KOBE.
THE Company's Steamship

VORWAERTS.
Capt. Bednorz will leave for the above place TO-DAY the 14th Inst., a.m.
This Steamer has splendid accommodation for passengers, electric light, and carries a doctor and stewardess.
For Freight or Passage, apply to
SANDER, WIELER & CO.
Prince's Building.
Hongkong, 7th February, 1908. 3

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AU-
STRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED TO
BATAVIA, PERSIAN GULF, CONTINENTAL
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamer
"DEVANAH,"
Captain T. H. Hide, B.N.E. carrying His Majesty's Mail, will be despatched from this port for Bombay etc. on SATURDAY the 22nd February, at NOON, taking passengers and cargo for the above port in connection with the Company's a.s. "BRITANNIA," 7,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables; all cargo for France and Tea for London (under arrangement) will be transported at Colombo by the mail steamer proceeding to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "ARABA," due in London on 4th April, 1908.

Parcels will be received at this Office until 4 p.m. the day before sailing. The content and value of all packages are required.

For further particulars, apply to
E. A. HEWITT,
Superintendent.
Hongkong, 10th February, 1908

ON SALE.

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, January to June
1907. With INDEX. Price \$7.50.
On sale at the "HONGKONG DAILY PRESS"
Office.
Hongkong, 26th July 1907.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAMES | FLAG & CO. | FLAG & CO. | CAPTAIN | FOR FREIGHT & C. P. TO | TO BE DESPATCHED |
|--|------------------|------------|------------|-------------------------------|--------------------------|------------------|
| LONDON, ANTWERP & HAMBURG | FLINTSHIRE | Brit. str. | — | T. H. Hide B.N.E. | SHEWAN, TOMES & CO. | On 20th inst. |
| LONDON & VIA USUAL PORTS TO CALL. | DEVANAH | Brit. str. | — | P. & O. S. N. CO. | On 22nd inst. at NOON. | |
| LONDON & ANTWERP VIA SINGAPORE, &c. | SOCOTRA | Brit. str. | — | P. & O. S. N. CO. | 22nd inst. at 4 March. | |
| MARSEILLES, LONDON, & ANTWERP VIA SINGAPORE, &c. | BINGO MARU | Jap. str. | — | NIPPON YUSEN KAISHA | On 19th inst. at D'light | |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. | KAWACHI MARU | Jap. str. | — | NIPPON YUSEN KAISHA | On 4th Mar. at D'light | |
| MARSEILLES, &c. via PORTS OF CALL | SAXONIA | Ger. str. | k.w. | MARLBOROUGH-AMERICA LINE | On 18th inst. | |
| MARSEILLES, LAVRE & COPENHAGEN &c. | OCHEANIA | Ger. str. | — | MESSENGERS MARITIMES | On 18th inst. at 1 P.M. | |
| ROTTERDAM, HAMBURG VIA STRAITS, &c. | PETRONIA | Ger. str. | — | MELCHERS & CO. | On 21st inst. | |
| HAVRE, BREMEN & HAMBURG VIA STRAITS, &c. | RHENANIA | Ger. str. | k.w. | HAMBURG-AMERICA LINE | On 26th inst. | |
| AMERIA | AMERIA | Ger. str. | k.w. | HAMBURG-AMERICA LINE | On 10th March. | |
| SLAVONIA | SLAVONIA | Ger. str. | k.w. | HAMBURG-AMERICA LINE | On 3rd March. | |
| KLEIST | KLEIST | Ger. str. | k.w. | MARLBOROUGH & CO. | On 23rd inst. at NOON. | |
| PREMIER | PREMIER | Ger. str. | — | — | 24th inst. | |
| BREMEN & HAMBURG VIA STRAITS, &c. | AUSTRIA | Aut. str. | — | — | About 24th inst. | |
| TELESTE, &c. VIA SINGAPORE &c. | KENNEBECK | Brit. str. | — | — | About 7th March. | |
| BOSTON & NEW YORK VIA PORTS & SUZ CANAL | INDRANI | Brit. str. | — | STANDARD OIL CO. | 22nd inst. at 3 P.M. | |
| NEW YORK VIA PORTS & SUEZ CANAL | SAIN PATRICK | Brit. str. | — | JARDINE, MATHESON & CO., LTD. | About 16th March. | |
| VANCOUVER VIA SHANGHAI JAPAN, &c. | EMPEROR OF CHINA | Brit. str. | 2 m. | SHEWAN, TOMES & CO. | On 12th Mar. at 4 P.M. | |
| LENNOX | LENNOX | Brit. str. | 1 m. | CANADIAN PACIFIC R. CO. | On 25th Mar. at 4 P.M. | |
| TAO-OO MARU | TAO-OO MARU | Jap. str. | — | NIPPON YUSEN KAISHA | On 18th inst. at 4 P.M. | |
| SHAWMUT | SHAWMUT | Am. str. | — | DODWELL & CO., LTD. | 21st inst. | |
| AKI MARU | AKI MARU | Jap. str. | — | NIPPON YUSEN KAISHA | On 3rd Mar. at 4 P.M. | |
| KASATO MARU | KASATO MARU | Jap. str. | — | TOYOKISIN KAISHA | Sometime in March. | |
| KAMANO MARU | KAMANO MARU | Jap. str. | — | NIPPON YUSEN KAISHA | 21st inst. at NOON. | |
| EBINZ SIGISMUND | EBINZ SIGISMUND | Ger. str. | — | MELCHERS & CO. | On 29th inst. at NOON. | |
| EASTERN | EASTERN | Brit. str. | — | GIBS, LIVINGSTON & CO. | On 20th Mar. at NOON. | |
| YAWATA MARU | YAWATA MARU | Jap. str. | 1 m. | NIPPON YUSEN KAISHA | 9th Mar. at 4 P.M. | |
| TAIYUAN | TAIYUAN | Brit. str. | — | BUTTERFIELD & SWINE | 22nd inst. | |
| KOBE AND YOKOHAMA | BIJOU MARU | Jap. str. | — | NIPPON YUSEN KAISHA | 23rd inst. at D'light | |
| YOKOHAMA AND KOBE | TAMBA MARU | Jap. str. | 1 m. | BUTTERFIELD & SWINE | 24th inst. at 4 P.M. | |
| NAGASAKI, KOBE & YOKOHAMA | TSINAN | Jap. str. | — | NIPPON YUSEN KAISHA | 19th inst. at NOON. | |
| JAPAN | YAWATA MARU | Jap. str. | — | — | 25th inst. | |
| SHANGHAI, YOKOHAMA & KOBE | TIJIPANAS | Dut. str. | — | — | 26th inst. | |
| SHANGHAI, YOKOHAMA & KOBE & MOJI | KUTHANG | Aut. str. | — | — | 27th inst. | |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | MANILA | Brit. str. | — | — | 28th inst. | |
| SHANGHAI, KOBE & YOKOHAMA | TONKIN | Brit. str. | — | — | 29th inst. | |
| SHANGHAI, YOKOHAMA & KOBE | PRINCE LUDWIG | Ger. str. | — | — | 30th inst. | |
| SHANGHAI, YOKOHAMA & KOBE | KWANGSIE | Brit. str. | — | — | 31st inst. | |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | FUKUSHU MARU | Jap. str. | — | — | 1st Mar. | |
| AMOY & SHANGHAI | TAOSU MARU | Jap. str. | — | — | 2nd Mar. | |
| ANPING VIA SWATOW & AMOY | DAJIN MARU | Jap. str. | — | — | 3rd Mar. | |
| TAMSUI VIA SWATOW & AMOY | HAIKUN | Brit. str. | — | — | 4th Mar. | |
| HAIPHONG | HUPEH | Brit. str. | — | — | 5th Mar. | |
| MANILA | LOONGSANG | Brit. str. | — | — | 6th Mar. | |
| MANILA | RUBI | Brit. str. | — | — | 7th Mar. | |
| MANILA | TAMING | Brit. str. | — | — | 8th Mar. | |
| MANILA | YUNBANG | Brit. str. | — | — | 9th Mar. | |
| MANILA | ZAFIRO | Brit. str. | — | — | 10th Mar. | |
| KUDAT & SANDAKAN | TEAN | Brit. str. | — | — | 11th Mar. | |
| BOMBAY VIA SINGAPORE, PENANG, &c. | BORNEO | Jap. str. | — | — | 12th Mar. | |
| SINGAPORE, PENANG & CALCUTTA | KAGOSHIMA MARU | Brit. str. | — | — | 13th Mar. | |
| BATAVIA, CHELTON, SAMARANG, &c. | NAMANG | Brit. str. | — | — | 14th Mar. | |
| | TIHLWONG | Dut. str. | — | JURRIANES | 15th Mar. | |

CANADIAN PACIFIC RAILWAY,
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC is the "EMPEROR LINE," Saving 5 to 10 days Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.
18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).

R.M.S. TONS LEAVE HONGKONG ARRIVE VANCOUVER
EMPEROR OF CHINA 6,000 THURSDAY, 12th March 20th March
LENNOX 3,700 WEDNESDAY, 25th March 23rd April
EMPEROR OF INDIA 6,000 THURSDAY, 9th April 27th April
MONTEAGLE 6,163 WEDNESDAY, 23rd April 16th May
EMPEROR OF JAPAN 6,000 THURSDAY, 7th May 25th May
GLENFARG 3,700 WEDNESDAY, 20th May 18th June

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
* IMPRESS Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 Noon.

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPEROR" Steamship.
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 19 days from HONGKONG.

Hongkong to London, 1st Class ... via St. Lawrence River Line or New York £7.10
Intermediate Steamers at 12 Noon ... and 1st Class Railways ... 240, 242

First Class rates include cost of Meal and Berth in Sleeping Car while crossing the American Continent.

H.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CHADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine, SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

S' MANSFIELD TONS CAPTAIN FOR SAILING DATE.

RUBI 2540 E. W. Almond Manila On 15th February.

ZAFIRO 2540 Rodger Manila On 22nd February.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|---|-----------------------------|------------------|----------------------|
| SHANGHAI, MOJI, KOBE, MANILA, YOKOHAMA | Capt. F. E. Andrews, E.N.E. | About 16th Febr. | Freight and Passage. |
| SHANGHAI | DELHI | About 21st Febr. | Freight and Passage. |
| LONDON VIA USUAL PORTS | DEVANHA | Noon, 22nd Febr. | See Special of Call. |
| LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO | SOCOTRA | About 4th March | Freight only. |
| SHANGHAI, MOJI, KOBE, MANILA, YOKOHAMA | Capt. W. R. Hickey | 10th March | Freight and Passage. |

For further Particulars, apply to.

E. A. HEWITT,
Superintendent.

Hongkong, 13th February, 1908.

CHINA NAVIGATION CO., LIMITED.

| FOR | STEAMERS | TO SAIL |
|--|----------|-----------------------|
| AMOY and SHANGHAI | KWANGSE | On 14th Febr., 4 P.M. |
| HAIPHONG | HUPEH | On 19th Febr., 1 P.M. |
| SHANGHAI | LUGSOW | On 18th Febr., 4 P.M. |
| MANILA | TAMING | On 19th Febr., 4 P.M. |
| YOKOHAMA and KOBE | TSINAN | On 20th Febr., 4 P.M. |
| MANILA | TEAN | On 25th Febr., 4 P.M. |
| MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, GIBRALTAR, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH | TAIWAN | On 8th Mar., 4 P.M. |

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight, Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

| FOR | STEAMERS | TO SAIL |
|---|-----------------|---------------------------------|
| KUDAT and SANDAKAN | BORNEO | Tuesday, 18th Febr., at 9 A.M. |
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG | KLEIST | Wednesday, 28th Febr., at Noon. |
| MANILA, NEW GUINEA, BRISBANE, SYDNEY, MELBOURNE | PRINZ SIGISMUND | Tuesday, 3rd Mar., at 5 P.M. |
| SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA | PRINZ LUDWIG | About Tuesday 3rd March. |

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 14th February, 1908.

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| FOR | THE CO. S.S. | LEAVING |
|-----------------------------------|--------------------|---------|
| TAMSUI VIA SWATOW ("DAIJIN MARU") | SUNDAY, 16th Febr. | 10 A.M. |
| AND AMOY | Capt. I. SAKURAI | |

* ANPING VIA SWATOW ("FUKUSHU MARU")

WED'DAY, 19th Febr., at Daylight.

AND AMOY

Capt. T. Ito

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 13th February, 1908.

T. ARIMA, Manager.

18

T. ARIMA, Manager.

